Mr. Gramm Shows Saving in Cost for Blg Machines Compared with

other words, there are not to desination. enough five ton trucks in use to effect the saving which they should give in com-

AUTOMOBILES.

extending their territory. They naturally I INNINUIAL rocked up a lot of new trade, which they

not give nearly so much trouble as the are bullt so very strong, and above all Thomas Neal Tells of Large Reare driven at a lower rate of speed, which reduces vibration and does away with a

Smaller Vehicles.

By B. A. Gramm, Vice President and Generally driven. One large they are generally driven. One large truck also means but one driver.

By B. A. Gramm, Vice President and General Manager Gramm Motor Car Oc.

It will be found that the five ton size can handle freight to surrounding towns faster and more economically than if the material were transferred to the train, veloping to a greater or less degree as a whole they are generally driven. One large truck also means but one driver.

Covering a period of ten years, the motor driven commercial vehicle has been demanded from experiment.

Knipper, Zengel and Anderson Are to material were transferred to the train, veloping to a greater or less degree as a whole the weather the use where it has to be loaded and chances.

BIG DEMAND FOR CARS.

AUTOMOBILES.

sources Required to Conduct Business on Broad Lines.

automobile industry and in the great world A wonderful array of motor car drivers producing a car more powerful than our the heavy duty delay are saved by going straight through of commerce has come slowly. There was heroes of hundreds of speed contests and "20," which I mention simply as a type. necessarily an era of experimentation, ex- winners of some of the greatest races the makers are practically agreed that the pensive alike to the manufacturer and to ever staged on road and track-will guide four cyainder arrangement is too cumberthe early users of trucks. That time i the Stutz cars in the five hundred mile gome, as opposed to the smoother and more past, and the motor truck is here, standing race on the Indianapolis Motor Speedway flexible "six." There are a great many reasons for this, "The demand for the American auto- on its own base, entirely apart from the next Memorial Day. but it is principally because business mobile," says Henry Krohn, sales man- passenger automobile, and applicable to Harry C. Stutz, chief engineer and one, because practically all the manufact- Of haulage.

the same of the content of the second that the

AUTOMOBILES.

mechanical transportation equipment.

Guide Indianapolis Machines in Memorial Day Race.

houses do not go into the larger sizes on ager of the Paige-Detroit Motor Car Com- the haulage and delivery requirements of factory manager of the Ideal Motor Car urers are tending toward the longer whee

AUTOMOBILES.

gine is Too Cumbersome for Larger Automobiles.

By Russell Huff, Chief Engineer of the Packard Motor Car Company.

One fact stands out boldly in review show. Manufacturers are finding it impractical to build on a basis of four cylinders the high powered motors which are now in great demand. I believe that in

The question of greater power is a timely

AUTOMOBILES.

Greatest Automobile

R-C-H 66 Twenty-Five ??

The Gas Car that has cut automobile prices in half HUPP-YEATS ELECTRIC

The first advance in coach-making in over a century

Thousands of people have viewed these cars during the past few days at Booth B, lower floor, Grand Central

For a long time people have been wondering when somebody would cut out the spendthrift, easy-money methods which have distinguished motor car manufacturing and selling and get down to sanity on the basis of a moderate profit and a low selling cost.

The R-C-H is the answer. And the price has come down, not a hundred or two hundred dollars, but

a THOUSAND. On every side are heard tributes to the genius of Robert C. Hupp. His mechanical skill has made these cars possible, and his ability in developing a perfect factory organization has made it possible to sell them at a figure LESS THAN HALF what you have been accustomed to pay for cars even approaching them in quality.

The R-C-H is to-day the most talked-of gasolene car in America. On every hand you hear people praising its wonderful value, its advanced design, its beautiful lines, its strength. It has become the standard of comparison by which other cars are judged.

Read the specifications and equipment details of the R-C-H, compare them with those of any other car at \$2.000 and more. You'll find nothing that the R-C-H does not give you, and you'll find many features in the R=C-H that you'll have to go to \$3,000, \$4,000 and \$5,000 cars to duplicate.

Remember that these are not idle claims, nor do they come from an irresponsible source. The name of Robert C. Hupp is known the world over as probably the greatest designer the industry has ever known, and the man who has originated more new ideas than any other man in the history of the automobile.

And the cars themselves are here for you to judge. See them-see all the others. Make your own comparisons. We're satisfied to accept your verdict.

BOOTH B, MAIN FLOOR, GRAND CENTRAL PALACE

R-C-H "Twenty-Five"

If we took the price mark from the R-C-H and you came to the show and had to guess its value, you'd say, "Well, that must be a \$2,000 car." You'll pass around among the exhibits and see many cars priced higher than \$2,000 that do not approach the R-O-H. And as previous motor car prices go, they are all worth what is asked of them. The R-C-H has simply shattered all price standards to pieces. And after this year there'll be many a lowering of prices in the effort to rival it. Signs of this are already apparent.

Think of a car with 123 drop-forgings-more than in any other car in the world at any price; with a high-class English body heretofore used on only a few of the most expensive American cars; with up-to-date centre control and left side drive; with the first adaptation to American cars of the much desired long-stroke motor, and with dozens of other special and exclusive features.

Think of such a car selling at under a thousand dollars. We can't tell you all about the car in a newspaper advertisement, but we DO want to impress upon you that it's far and away the biggest value in motor cars the country has ever seen.

Don't miss it! HUPP-YEATS ELECTRIC COACH

The safe, sane, low-hung construction exclusive to the Hupp-Years achieved instant favor, and it is now pre-eminently the car of fashion everywhere.

The old-fashioned high-body electric, dangerously liable to skid or swerve and hard to enter or leave, is entirely unsuited to city

The Hupp-Yeats is a twentieth century car, not a relie of the seventeenth. And it possesses a beauty of line, finish and of appointments that the high-bodied coach never had. Six Models, \$5,000 to \$1,750.

Metropolitan Dealers: New York City Branch, 1,989 Broadway.

Mineola, L. I., Motor Car Sales Co. Newark, N. J., F. L. C. Martin, 287 Halsey St.

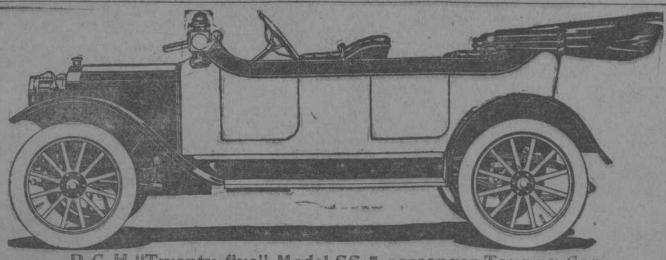
Equipped with self starter, 32 x 31/2 tires, dual ignition, demountable and quick detachable rims, gas tank, extra rim, top, wind shield, 5 lamps, horn, tools and tire repair kit-long stroke motor, 8 speeds enclosed valves

magneto. Model SS English body Roadster, same equipment, \$800.

Touring Roadster, \$900. Colonial Coupe, same equipment, \$1,150.

Roadster and Coupe wheel base, 86 inches. Coupe electric lighted. Other specifications same as touring car.

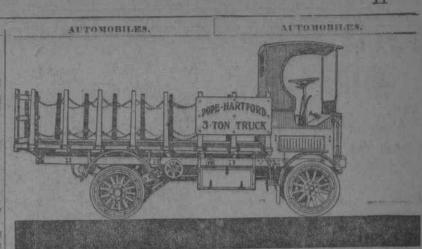
Standard models, same specifications and fully equipped, but without self starter and other special equipment. Touring car, \$850; Touring Roadster, \$800; Roadster, \$700; Colonial Coupe, \$1,050.



R-C-H "Twenty-five" Model SS 5-passenger Touring Car

110-inch wheel base SPECIFICATIONS—MOTOR—4 cylinders, cast en bloc—3¼ inch bore, 5 inch stroke. Two-bearing crank chaft, Timing gears and valves enclosed. Three-point suspension. DRIVE—LEFT SIDE. Irreversible worm gear. 16 inch wheel. CONTROL—CENTRE LEVER operated through H plate, integral with universal joint housing just below. SPRINGS—front, semi-ciliptic; rear, full ciliptic and mounted on swivel seats. FRAME—pressed steel channel, AXLES—front, I-beam, drop-forged; tear, semi-floating type. BODY—English type, extra wide front seats. WHEEL BASE—110 inches. Full equipment quoted above.

Distinct from and having no connection whatever with Hupp Motor Car Co.



The POPE-HARTFORD

3-TON TRUCK

MACTS and figures prove the advantages of the Pope-Hartford 3-ton Truck for specific kinds

account of the price. They purchase a great deal healthier than the demand for The manufacture of motor trucks is a arrangements during the motor car shows being built bisser and stronger than every line of business.

Company, of Indianapolis, has completed base in order to get easy riding; more company, of Indianapolis, has completed base in order to get easy riding; more company, of Indianapolis, has completed base in order to get easy riding; more company, of Indianapolis, has completed base in order to get easy riding; more company, of Indianapolis, has completed base in order to get easy riding; more company, of Indianapolis and wider doors. Cars are arrangements during the motor car shows being built bisser and stronger than every line of business.

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Windshields, Bumpers, Lamps

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Electric Horns, Lamps, Tool Kits, Generators, &c., &c. It will may you to call; about \$75,000 worth of goods to be sold.

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1012 Lecomobile "50" fore door. Eve passenger; see 18: \$4.000. G. S.

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five passenger Touring; good; fully beat touring loody and element imported limot across 6-00; like new; two hodies, or touring and eight passenger touring and eight passenger touring and eight passenger beatles, S550. Br. E. Baldwin, 221 West 271 1800 Pieces for the passenger Touring; good; fully coulspoed; \$1,400.

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